

The city and state executives a conference is said to have been arranged between Governor Deneen and Mayor Dunne for tomorrow morning at 10 o'clock.

The governor is said to have assured the mayor that in the meantime no order will be issued calling out the state troops.

Pursued by Furious Mob.

Hunted by a furious mob today, Otis Keith, a non-unionist, utterly bewildered, fled under a trolley and received severe injuries, but gained a respite from the mob and was rescued by police. He had left the Marshall Field & Co. store in LaSalle street and passed through the Stafford Hotel. Emerging, he was recognized by the driver of a passing trolley. The trolley, driven from his seat, was called to a stop and an attack was made upon Keith. The latter's retreat to the back of the trolley was cut off, and he ran toward Clark street.

In efforts to elude the angry crowd, he boarded a swiftly moving street car, but was snatched from the step by the conductor. Now hatless and thoroughly frightened, Keith ran behind the street car directly in the path of one moving in the opposite direction.

In vain he turned and tried to get out of the way. Scores of men stood in his way, blocking the path of the trolley. The trolley, however, cut through the crowd and Keith was able to reach the street. He was then surrounded by a mob of men, who were shouting and threatening him. He was then rescued by police.

Merchants Off for Springfield.

A committee of twelve merchants of Chicago, headed by John G. Shedd of Marshall Field & Co., left for Springfield today on a special train. They were presumably to confer with Governor Deneen on the strike situation.

Mayor Dunne and Chief of Police O'Neill declared today that there was apparently less need for outside assistance today than there was yesterday. The police department is still a long way within its resources.

Renewed efforts were made today toward bringing about a settlement of the strike. Petitions to the end were circulated by labor leaders. It was stated that many conservative union elements were working in conjunction with strong efforts to bring the strike to a close. In this connection, a call was issued today for a peace meeting at the Auditorium next Sunday morning by Dr. Cornelia de Bey, Jane Addams and Dr. Emil Hirsch, whose efforts in the same direction failed a week ago.

Asked Sheriff for Assistance.

Sheriff Thomas E. Barrett today received a formal request from the Chicago Employers' Association to act with the police in quelling rioting and restoring order in the city's streets by swearing in several thousand deputy sheriffs. Immediately following this demand from the merchants, the chief official conferred with Mayor Dunne, Corporation Counsel Tolson and Chief of Police O'Neill. It was said that Sheriff Barrett interpreted the law to mean that he had full power to "read the riot act" and begin immediately to swear in deputies.

The call upon the sheriff by the Employers' Association was said to be preliminary to a plan to have the National Guard in the streets. Representatives of the Employers' Association, it was said, spent several hours scrutinizing the law in the case. The decision to first request Sheriff Barrett to act came as a result. It was said afterward that Sheriff Barrett expressed a determination to show that his deputies, acting with the Chicago police detail of 2,700 men, would be adequate to quell disturbances and see that normal commercial operations were resumed without the aid of soldiers.

Affects Lake Transportation.

The effects of the teamsters' strike have reached the lake transportation companies and seriously crippled the large freight business which is usually done at this season. Owing to inability to have goods transferred from the railroad depot to the docks, all the principal steamship lines either have abandoned or curtailed their service.

The Michigan Steamship Company has decided not to send out any boats until the strike is settled. This line has seven boats, which ordinarily make service April 1 and are taxed to their carrying capacity at this time.

The Goosch line and Graham & Morton have taken down their service from daily to tri-weekly on account of the falling off in business. The Manitowish Steamship Company and Burrill Brothers have been forced to abandon part of their freight business.

A. M. Compton, chairman of the ways and means committee of the Chicago Commercial Association, has issued a notice to members with reference to orders and shipments. The notice reads:

"Exaggerated reports are being circulated throughout the country to the effect that the commercial facilities of Chicago are handicapped by reason of a strike of union teamsters.

"To the effect that the commercial interests of Chicago may not be injured by this exaggerated report, the members of this association are requested to notify their traveling salesmen and the trade generally of the fact that orders are being received and filled promptly. Shipments are being made as usual."

READY TO FURNISH GUARD.

Advices Received From Col. Duggan at Fort Sheridan.

The general staff has received a telegram from Col. W. T. Duggan, 1st Infantry, commanding the military troops at Fort Sheridan, saying: "After consultation with the assistant treasurer, action has been taken to carry out the requirements of your telegram directed to the transportation of government coin."

"This refers to Secretary Taft's order to furnish quartermaster's wagons and guards from the regular army forces for the transportation of government specie between the Baltimore and Ohio railroad station and the treasury in Chicago, it called upon to do so by the assistant treasurer."

There has as yet been no application to the War Department for the use of troops in connection with the movements of mails in Chicago, and Secretary Taft is taking no action on his own initiative, being firmly resolved to take no sides in the strike, and to limit his activities to the full protection of the functions of the national government at the scene of disturbance. For that reason, when the teamsters' strike was graphed him an offer to undertake the transportation of the government specie, he carefully refrained from any expression of opinion and simply forwarded the proposition to Acting Secretary Taylor of the Treasury Department for his decision.

It is possible that the obstruction caused by the strike to the delivery of express packages may be regarded as an interference with interstate commerce. Already the officers of some of the companies have applied for government protection, but so far without success.

The view here is that such application must be made to the federal courts in the beginning, and the United States troops could be used only in the extremity that the courts find themselves unable to execute their mandates through the courts' own officers.

CONSULTED LAWYERS.

The local sports who are interested in the Metropolitan Park this afternoon, were told by the new pool room officer of the Maryland Telegraph Company to lay their money on the horses. It was not generally known yesterday that the room would be opened, and the attendance was not large. More people went there today and there was every prospect this afternoon that the game will be a paying one. The method of placing money on the horses is that one to most of those who have been patronizing such places, and it was necessary for explanations to be made. In the so-called money transfer blanks information is given to the patrons.

The further information is given that the money placed by the patrons of the place is not made payable to R. C. Co. at Harper's Ferry, W. Va.

It is stated that the managers of the pool room consulted with the Maryland Telegraph Company and were assured that they would be within the law if the program they were in view of was carried out. They then opened up for business.

IS FORMALLY OPENED

Seventh Session of International Railway Congress.

GREETINGS EXTENDED

VICE PRESIDENT FAIRBANKS WELCOMES THE DELEGATES.

Response by Mr. Gerard of Belgium—

Other Addresses—Meetings by Sections.

The seventh session of the international railway congress was formally opened with simple ceremony in the mail ball room of the New Willard Hotel this morning at 11 o'clock. Vice President Fairbanks presided and delivered an address of welcome; Mr. Ernest Gerard, inspector general and chief of the cabinet of railway ministries of Belgium, responded on behalf of the delegates. Mr. Stuyvesant Fish, chairman of the American section of the congress, was then elected "active" president for the seventh session and made an address, a resume of which was translated into French for the benefit of the foreigners. Messrs. Alexander Cassatt and H. E. Harriman were elected honorary vice presidents; Mr. Louis Weissensbruch, of Belgium, was chosen secretary and Mr. W. F. Allen, secretary of the American section, was made associate secretary.

The first session was then adjourned, the members being directed to meet and organize in conference at 2 o'clock.

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velous developments of recent times. From a local concern, to meet local necessities, it has expanded until it binds together remote industrial centers. It crosses and recrosses continents and brings nearer to each other the capitals of the world. It tends to knit peoples together by the ties of mutual respect. It has pushed forward the frontiers of civilization and brought the waste places under cultivation. It has

able representatives of many nations, inspired by a wholesome, common impulse. They bring together those who are engaged in promoting the arts of peace and who are devoted to the betterment of the human kind. They enlarge the circle of international acquaintance and tend to preserve international amity. They emphasize the fact that the common good is best promoted by the maintenance of a broad, fraternal, international spirit. While deliberating upon the subject of promoting the betterment of the human race, they are also engaged in the railway, let us hope, that you may cultivate a purpose to promote the adjustment, through the arbitration of reason, so far as may be done consistently with the honor of those perplexing problems which sometimes arise to menace the world's peace, the nation which seeks an honorable settlement of its differences with its neighbors in some other manner than by the sword is not decadent; it is not wanting in national vitality. It is manifesting an advanced degree of civilization. It is evidencing the fact that the barbaric strain has run out of its blood.

It is a pleasure to welcome you and to express the confident hope that your deliberations may be fruitful of good to the great interests which engage your attention, and that in good time the international railway congress may return and resume its sessions in the United States."

Heads of World Systems.

The formal opening of the international railway congress today at the New Willard means the bringing together in this city of the heads of the great railway systems of the world. In the gathering of the thousand or more delegates at the meeting this morning there was represented thirty-seven of the civilized countries of the earth, who acknowledge to owe much of their progress and development to the railroad. The congress carries on its rolls some of the most famous names in the railroad world and all of its members are men who have done things in their respective countries and are in positions that make them of great importance to the world.

W. F. Allen, Associate Secretary, International Railway Congress, had a profound influence upon the commerce and customs of the people of the entire world. It has become the artery through which flows the world's commerce, giving life and vitality to countless communities and manifold industries. It is inextricably woven into the social and commercial life of millions of the human race.

Progress Noted.

"Not only has the mileage of the railway

The international railway congress, in the words of the first article of its constitution, "is a permanent association established to promote the progress and development of railways." It is composed of railway administrations, either state or private, which have formally declared their adherence to this organization, and who either own or work lines for public traffic. In addition, governments and representatives by delegates. Its meetings were formerly held at intervals of two or three years, but in later years the precedent seems to have been established of holding its meetings every five years.

In the interim the affairs of the body are carried on by a permanent commission consisting of four or five members, one-third of whom retire and are replaced at each session. The permanent officials consist of a president, two vice-presidents, a secretary general, secretary treasurer, etc. These officers constitute the permanent staff for conducting the work of one session to the next and for publishing the monthly Bulletin, which contains a complete record of the proceedings of each congress and various papers, which are thus permanently preserved.

Response by Mr. Gerard.

Mr. Gerard made a short response to the speech of the vice president, in French. He said in part:

"Sixty years ago Belgium solemnized the fifteenth anniversary of the opening of the first railway to public traffic on the continent. The Brussels railway line, enacted by the law of 1834, was opened to traffic in 1835, the illustrious George Stephenson being present.

"Belgium now possesses 4,552 kilometers of standard gauge lines and 2,722 kilometers of light railways, most of them narrow gauge. In the feeding of the former, the total being 7,274 kilometers, the use of steam-worked lines, conveying both passengers and goods. That is, say, the mileage of a railway system in Belgium is, in comparison with the mileage of the world, in the world, with a traffic exceeded, nowhere else. Moreover, there are also 500 miles of light steam railways in course of construction or approved.

"When celebrating in 1885 the thirtieth anniversary of a railway congress attended by delegates of nearly all the countries of the world where railways existed, an institution was started which has since formed the permanent railway congress.

"The city of Brussels was then selected to be the seat of the managing board of the congress. From this you will please understand, gentlemen, why, as a rule, a Belgium member of the executive committee is in the chair to open the sessions of the congress, and if I add that on account of its political neutrality Belgium is as much as possible, free from the consequences of international diplomacy, I should have laid before you the whole of the reasons which caused me to be selected as the delegate of the Belgian government, to act for the absent authorities of the directing committee in the fulfillment of this duty.

Traditions and Recollections.

"Being now introduced to you as personally familiar with these traditions and national and historical recollections. I venture, Mr. Fairbanks, to bow to you and beg to express on behalf of the congress my best thanks for the great interest you personally take in this institution, and likewise present our respectful homage to the representative of the great nation who welcome us so cheerfully and to the diligent associate to the skilled brother presides over its destiny—your President, Mr. Roosevelt.

"The six first sessions of the congress were held in Europe, and on each occasion the United States was worthily represented. Now the congress is to meet in this part of America, which if it is not given speaking, the birthplace of the steam railway, has nevertheless accomplished the task of a rapid development in railway mileage extension and modern progress in their working. The large installations of your railroads, your remarkable rolling stock, your colossal works for the construction of the same, your numerous electric railways, with their most powerful generating stations, both equally equipped with the most modern appliances—these are all things that we are anxious to visit, and we trust that we shall find in the fruits of the most elevated and practical railways, the most advanced and peculiar to your own country of being enabled to freely and energetically realize the same.

"The discussions will begin on the twenty important questions previously elaborated in forty-seven reports. Thus the delegates will be able to extend and confirm their technical knowledge."

Mr. Gerard then notified Mr. Fish that he had been elected "active" president of the congress for the seventh session. Mr. Fish bowed his thanks and immediately took charge of the session. He asked all the vice-presidents, who include the official delegates of the United States, to take seats on the platform. When this had been done Mr. Fish made an address of welcome.

Mr. Fish bowed his acknowledgments and said:

On behalf of the American Railway Association, I welcome you to the United States, and among the railways of the United States, Canada and of Mexico, I have the honor to welcome to the seventh session of the International Railway Congress, the delegates from the first held elsewhere than in Europe the delegates named by the governments and the railway administrations of thirty-eight countries here represented. Many of you have crossed the Atlantic at an inauspicious season and a few have crossed the Pacific Ocean. Indeed, you have come from all quarters of the globe and from the islands of the sea. The occasion is honored not only by so large an attendance, but also by the presence for the first time as adherents of the International Railway Congress, the Emperor of Germany and His Majesty the Emperor of Mexico, and His Excellency the president of the republic of Argentina. That in welcoming these new adherents, we are not only the advantage, but rather a triumph is shown by the decorations of this room, which, I am sure, will be a pleasure to all of you and a national glory here represented."

Mr. Fish then reviewed the history of the railway congress, from its first meeting in 1850 in London, to the present time. He spoke of the work of the congress, and of the time of Oliver Evans, the inventor of the first high-pressure double-acting engine which applied steam pressure on both sides of the piston. He also spoke of the time of the Philadelphia in 1787. A wheel carriage, propelled by the Evans engine, was built by

Far-Reaching in Importance.

"The sessions of the international railway congress are of far-reaching moment. They bring into closer fellowship distinguished

and able representatives of many nations, inspired by a wholesome, common impulse. They bring together those who are engaged in promoting the arts of peace and who are devoted to the betterment of the human kind. They enlarge the circle of international acquaintance and tend to preserve international amity. They emphasize the fact that the common good is best promoted by the maintenance of a broad, fraternal, international spirit. While deliberating upon the subject of promoting the betterment of the human race, they are also engaged in the railway, let us hope, that you may cultivate a purpose to promote the adjustment, through the arbitration of reason, so far as may be done consistently with the honor of those perplexing problems which sometimes arise to menace the world's peace, the nation which seeks an honorable settlement of its differences with its neighbors in some other manner than by the sword is not decadent; it is not wanting in national vitality. It is manifesting an advanced degree of civilization. It is evidencing the fact that the barbaric strain has run out of its blood.

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him for the city of Philadelphia and used on the streets of that city in 1804. It was run through the streets of Philadelphia for a mile and a half to the Schuylkill river where it was loaded on a ferry boat and propelled the same for a distance of sixteen miles down the river. Mr. Fish read a number of references from foreign authors to the congress and its work in the United States and the part they had played in the development of the country. He then produced a photograph of the congress, showing the advances that had been made in closing his address he said:

It is not to be doubted that the reports to be submitted at this session and the discussion of them will be marked by the same thoroughness which has attended the previous sessions. It is to be hoped that the delegates will take advantage of the excursions that have been made either the short or long tour by rail after adjournment, and I trust it will be found that the arrangements made with regard to these matters shall give to the congress a most enjoyable and profitable closing with their own eyes what there is of interest and value in connection with American railroads and industry. The delegates can rest assured that we shall do our best to make their visit profitable, pleasant and agreeable.

There is only one other duty to perform, and that is to ask the delegates present to adjourn to the rooms where the sessions of the various sections are to be held, and there to elect their presidents and thus to organize for carrying on the business of this congress."

Repeated in French.

An interpreter then read a resume of Mr. Fish's address in French, for the benefit of those of that nationality and others who do not understand English. At the conclusion of the reading Mr. Fish announced that Messrs. Cassatt and Harriman had been selected honorary vice-presidents; Mr. Weissensbruch, general secretary of the permanent commission, secretary of the congress, and Mr. W. F. Allen, secretary of the American section, associate secretary. When these details of organization had been completed Mr. Fish announced that the congress would meet tomorrow in the morning and proceed with the business laid out for the session.

The presiding officers for the five sessions, as selected by the permanent commission, were then announced.

First section, way and works—Mr. Stuyvesant Fish.

Second section, motive power and rolling stock—Mr. Theodore E. Elwell.

Third section, operation—Mr. George H. Armitage.

Fourth section, general—Mr. Peyson.

Fifth section, light railways—Mr. Ernest Gerard.

The general session was then adjourned to meet tomorrow morning at 10 o'clock. The first section meets at 10 o'clock in the morning in the House, the second and third at the New Willard Hotel, the fourth at the Raleigh, and the fifth in the hearing room of the state commerce commission. This afternoon at 2 o'clock the delegates and guests of the special session will meet at the Raleigh Hotel at the corner of 14th and Pennsylvania streets, and will be conveyed to the 7th street wharf, where they boarded the cars for the Hotel de Ville, where they will spend the afternoon at Mount Vernon.

MUST STAND TRIAL

BARONESS DE VORTS SALMO TO ANSWER CHARGES.

Baroness de Vorts Salmo must stand trial before a court of justice in the District of Columbia. An announcement was made in the middle of the afternoon by Assistant District Attorney Ralph Given to this effect.

The case will come up for trial tomorrow morning in the Police Court, before Judge Scott. Capt. Boardman of the detective office has been told that the case will be tried tomorrow, and has been instructed by the prosecuting attorney to have the witnesses in the case in court tomorrow.

The baroness must answer for the larceny of property belonging to Mrs. William Slater of this city to the value of about \$300, which she alleged to have been taken from the house by her servant, who was employed there as a servant. Practically all of the property has been recovered.

WARSHIPS PURCHASED.

Reported Russia Has Bought South American Navies.

Special Dispatch to The Star.

A cablegram from Glasgow, May 4, St. Petersburg correspondent of the Herald confirms the report of the purchase by Russia of the Chilean and Argentine navies. The vessels secured from the Argentine republic number three battleships and seven cruisers.

The Chilean Navy.

According to the latest edition of the Statesman's Year Book the Chilean navy, consists of the battleship Capitan Prat, 6,900 tons displacement, 12,000 horse power, speed 18 knots; six 8-inch guns, two 4.7-inch guns; the belted cruisers Balmaceda and O'Higgins, of 7,000 and 8,500 tons, respectively, and 23 and 21.2 knots, with two 8-inch, twelve 6-inch, four 7-inch and two 4.7-inch guns, respectively. The protected cruiser Blanco Encalada, Ministro Zenteno, Pres. Errazuriz, Pres. Pinto, and the Chacabuco, of 4,420, 3,200, 3,000 and 4,800 tons, respectively, armed with two 8-inch, ten 6-inch, eight 6-inch, four 6-inch and two 8-inch and ten 4.7-inch guns, respectively. There are also three torpedo cruisers, six destroyers and eight modern torpedo boats.

The Argentine Navy.

The Argentine navy consists of 4 coast defense armor-clads, 5 armored cruisers, 3 second-class cruisers of high speed built at Elswick and 7 modern smaller cruisers and gunboats, with a number older, as well as 4 destroyers and 12 first-class and 10 second-class torpedo boats. The modern armored cruisers are six 8-inch guns, respectively, the protected cruiser Blanco Encalada, Ministro Zenteno, Pres. Errazuriz, Pres. Pinto, and the Chacabuco, of 4,420, 3,200, 3,000 and 4,800 tons, respectively, armed with two 8-inch, ten 6-inch, eight 6-inch, four 6-inch and two 8-inch and ten 4.7-inch guns, respectively. There are also three torpedo cruisers, six destroyers and eight modern torpedo boats.

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